

INTELLIGENCE

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CENTRAL INTELLIGENCE AGENCY
SPECIFIC INFORMATION

INFORMATION REPORT

REPORT NO.

CD NO.

25X1

COUNTRY Poland

SUBJECT Registration of Merchant Ships

DATE DISTR. 2 October 1953

NO. OF PAGES 1

25X1

PLACE
ACQUIRED

NO. OF ENCLS.
(LISTED BELOW)

DATE OF
INFO.

SUPPLEMENT TO
REPORT NO.

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SOURCE

1. From 1945 to 1947, all Polish ships, except typical coasters and harbor craft, were registered abroad in western registers. Beginning 1948, they were transferred to the Soviet register and, in early 1952, about 75 percent of the Polish merchant ships were on the Soviet ship register.
2. Since 1948, no foreign classification or insurance agencies, except the Soviet register, were available at Polish ports. As the transfer of these ships to the Soviet register, which had been effected for political reasons, proved disadvantageous, it was canceled again, after Polish ships, especially ships on the China route, had great difficulties in undergoing repair abroad. They could hardly find authorized experts in non-Communist ports, prepared to issue a certificate on repairs carried out, which the insurance company would acknowledge. In most cases surveyors summoned to do so refused. Since 1952, Polish ships were therefore retransferred to the registers on which they had been listed, leaving only small vessels on the Soviet register. Tugs, harbor craft, coasters and similar small vessels were listed in the Polski Rejester Morski, the Polish register in Gdynia. Choynowski (fnu), a former shipmaster, was head of the Polish Ship Register.¹

25X1 1. ☐ Comment. Choynowski was master of the Polish merchant ship LUBLIN in 1950.

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